



Welcome - All Aboard!

About Cass Scenic Railroad State Park

Nestled in the mountains of West Virginia, Cass Scenic Railroad State Park offers excursions that transport you back in time to relive an era when steam-driven locomotives were an essential part of everyday life. Trips to Cass are filled with rich histories of the past, unparalleled views of a vast wilderness area, and close-up encounters with the sights and sounds of original steam-driven locomotives.

The town of Cass remains relatively unchanged. The restored company houses, now rented as vacation cottages, add to the charm and atmosphere of the town. From the company store and museum to the train depot, you'll find an abundance of things to do prior to your departure on the historic Cass Railroad.

The Cass Scenic Railroad is the same line built in 1901 to haul lumber to the mill in Cass. The locomotives are the same Shay locomotives used in Cass, and in the rainforests of British Columbia for more than a half-century. Many of the passenger cars are old logging flat-cars that have been refurbished.

Once you board the train, the real excitement begins! The great pistons of the carefully restored Shay locomotive will start pulsing, driven by hundreds of pounds of steam pressure. The shaft begins turning, the wheels find traction, and the locomotive begins to move. With thick, black smoke belching from its stack, the train pulls away from the station, passing the water tower from which the locomotive tanks are filled. As the train rounds the curve up Leatherbark Creek, you'll pass the Cass Shop, where the locomotives are serviced and repaired, and a graveyard of antiquated but fascinating equipment on sidetracks.

As the pressure builds, the locomotive is driven at full steam, and the laborious journey up the mountain toward the two switchbacks begin. The loud huff of the stack, the clanking of gears and pistons, the furious scream of the whistle at the crossings, and the ever present clackety-clack of the rails will indeed make you feel as if you have been transported back in



time. The train soon passes through the first switchback, reverses up a steep grade, and ascends to the second switchback where the process is repeated, and then finally into open fields and Whittaker Station. The switchback process allows the train to gain quick altitude, and in this instance, the train is traversing a grade of up to 11 percent, or 11 feet in altitude for each 100 feet of track. A 2 percent grade on conventional railroads is considered steep!

The Mountain State Railroad & Logging Historical Association has recreated a logging camp of the 1940's at Whittaker Station that shows both the living quarters and the equipment used by the loggers. The centerpiece of Camp One is a Lidgerwood tower skidder, one of only two examples left in the world. These huge railcar-mounted machines carried logs out of the woods on aerial cables for distances up to 3000 feet.

If you take the full 4 ½ hour trip to Bald Knob, you will leave Whittaker Station and proceed to Oats Run for the engines to take on additional water at a spring. The train then climbs up the mountain, finally reaching Bald Knob, the third highest point in West Virginia. The overlook at Bald Knob provides a spectacular view at an altitude of 4,700 feet. The Bald Knob area has a climate similar to Canada and is abundant in plants typical to the Canadian wilderness!

Cass Scenic Railroad State Park is an unforgettable adventure...a journey back in time to the days of company towns, geared locomotives and log trains. You're invited to visit and for a ride in history.

Tips for a more enjoyable Cass visit:

- Check the train schedule and reserve your tickets in advance via Mountain Rail Adventures website.
- Arrive a couple hours early to take advantage of the free interpretive tours of the locomotive shops (when available), and the Cass Showcase orientation film and diorama.
- Bring more clothes than you expect you'll need – mountain air is much cooler.
- Wear dark clothing, since steam locomotives tend to produce soot.
- Alcoholic beverages are prohibited on park property and train rides.

Whittaker Station

Whittaker Station is located four miles up the track from Cass. At Whittaker Station you have the opportunity to leave the train and enjoy a breathtaking view of a vast wilderness area. Visitors can rest and take a tour of the authentic logging camp recreated by the volunteers of the Mountain State Railroad & Logging Historical Association.

In 2013, paved trails were added to the logging camp exhibits and restrooms creating access for all passengers on the Cass Scenic Railroad.

Volunteers with the Mountain State Railroad & Logging Historical Association are restoring historic logging equipment at Whittaker Station. This is part of the Whittaker Camp One exhibit, a recreated logging camp of the 1940's which shows both the living quarters and the tools of the loggers. The centerpiece of Camp One is a Lidgerwood tower skidder, one of only two examples left in the world. These huge railcar-mounted machines carried logs out of the woods on aerial cables high in the air and for distances up to 3,000 feet.



Whittaker Station with open car



The Greenbrier Car



The Greenbrier Car Interior



Aerial View of Whittaker Station

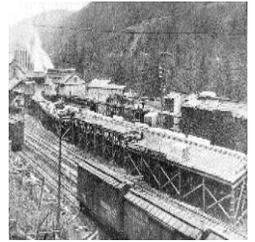


Leatherbark Car at Whittaker Station

The Town of Cass

The history of the town of Cass follows the evolution of the lumber companies that inhabited the valley and operated the West Virginia Pulp and Paper Mill. Once a symbol of the economic power that drove this valley, the mill building has been the victim of two major fires, in 1978 and 1982. Now only twisted steel and rusted machinery remain amid the cracking cement. Trees and vines grow in a place where humans once toiled among the machines of lumber and fine wood products production.

The mill operation was enormous during its heyday 1908 to 1922. It ran two 11-hour shifts six days per week, cutting 125,000 board feet of lumber each shift, an impressive 1.5 million feet of lumber per week. The Cass mill also had drying kilns using 11 miles of steam pipe to dry 360,000 board feet of lumber on each run.



The adjoining planing mill was three stories high, measuring 96 by 224 feet. Massive elevators carried up to 5,000 feet of lumber to the separate floors and machines. Some of the flooring machines were so big that it took 15 men to operate them. There were two resaws here that could accommodate boards up to 35 feet long. The large surfacing machines finished all four sides of a board in one operation.



Roy Clarkson, in *Tumult on the Mountain*, estimated that in 40 years the Cass mill and the mill at Spruce turned more than 2-14 billion feet of timber into pulp or lumber. The town of Cass was named for Joseph K Cass (left picture), Chairman of the Board of W.Va. Pulp & Paper Co. Each morning the C&O dispatched a 44-car pulpwood train for the paper mill at Covington. At its peak, West Virginia Pulp and Paper employed between 2,500 and 3,000 men. In an average week six to 10 carloads of food and supplies traveled over the railroad to 12 logging camps. Indeed, the ruined mill is a symbol and a reminder of a past resplendent with human achievement. But the story of the mill is also a story of the rails that linked that mill with the timber in the nearby mountains.

At the turn of the century lumbermen eyeing the large tracts of virgin timber on Cheat Mountain, west of Cass, decided to route the timber east through a mountain gap and down the steep grade to the planned mill. An interchange between the Greenbrier and Elk River Railroad at Cass and the C&O was most economical but it called for the building of a difficult mountain railroad.



In 1900 Samuel Slaymaker, a timber broker, set up a construction camp at the mouth of Leatherbark Creek (the present site of the Cass shops). He and his hardy men pushed the rails up and along Leatherbark Creek, and gained altitude by constructing two switchbacks. Tracks were laid around the face of the promontory -- up and up along the ridge, winding until at last the rails reached the gap between the mountains. Here a camp named Old Spruce was established.

Around 1904, 1-1/4 miles of track were laid from Old Spruce to Spruce, a new town on the Shavers Fork on the Cheat River. At 3,853 feet, Spruce became the highest town in the eastern United States. From Spruce, the track eventually ran 35 miles south into the Elk River Basin to the town of Bergoo and 65 miles north, along Shavers Fork of Cheat River. Spruce became the hub of the rail empire. The main lines (Cass to Spruce, Spruce to Bergoo and Spruce to Cheat Junction) were 82 miles long. During the 1920s there were many miles of branches in use at once, but the total length was probably about 140 miles at maximum. Altogether the logging railroad built about 250 miles of track. At Spruce a large pulp peeling

rossing mill was constructed. Billions of board feet of logs passed through Spruce and eventually went over the mountain behind the tanks of big 4 ton Shays like Number 12.

The Town of Cass after 1905

After 1905 the railroad went through a succession of name changes. The Greenbrier & Elk River became the Greenbrier, Elk & Valley Railroad in 1909, only to become the Greenbrier, Cheat & Elk Railroad (GC&E) in 1910. This quick succession of names reflects the early permutations so characteristic of a young and booming logging empire. Actually, all these names changes are a bit misleading because West Virginia Pulp and Paper (WVP&P) owned and operated the entire lumber operation from its beginnings. The original lumber company was West Virginia Spruce Lumber, set up by West Virginia Pulp and Paper to develop Cass property. WV&P bought (on paper) its West Virginia Spruce operation in 1910. At that time the railroad became a common carrier.

In 1926 merger negotiations were conducted between GC&E and the Western Maryland, which wanted to tap the rich coal reserves of the region. March 3, 1927 saw an agreement reached, and the Western Maryland purchased the 74 miles of north-south mainline between Cheat Junction to Bergoo. Shays were used to pull coal until the line could be renovated to accommodate the massive WM H-8 2-8-0's. Up to 10 locomotives were required to boost the coal loads up the steep grade.

The town of Spruce began to die when the peeling mill ceased operations in 1925. In the early 1930s the town became an isolated helper station on the Western Maryland. With the coming of diesels, all locomotives serving Cass were transferred to Laurel Bank and Spruce became a ghost town; all that is left now is crumbling concrete slabs, rubble and a two-track horseshoe curve of railroad track.

Mower Lumber Company acquired the Cass operation in 1942 to cut second growth timber on Cheat and Back Allegheny. Track was re-laid into old logging areas. Huge steam skidding machines were rigged on the hillsides and knobs, bringing saw logs for the mill on the rail lines. But second growth could not feed the mighty mill for long. By 1950 the operation was in decline. The sawmill worked only one shift; the big four-truck shays languished on sidings while three overworked and tired three-truck Shays, Number 1, 4, and 5, were assigned to the hill.

With Edwin Mower's death in late 1955 family members were unable to keep the operation going. The rail-haul logging operation and bandsaw mill ceased operation abruptly July 1, 1960. Employees were not notified until their shift ended on June 30. That night gloom and despair hung heavy over the town of Cass; it seemed likely that the town would go the way of Spruce. Three months after the mill closed, Walworth Farms (controlled by Peter Grace, a

principal of W.R. Grace Co. of New York) purchased all the landholdings and acquired Mower Lumber Company. The town of Cass and railroad was retained by real-estate-oriented offshoot, The Don Mower Lumber Co. A scrap dealer, the Midwest Raleigh Corporation, was subcontracted to dismantle the line. It seemed that the life cycle of the logging town and its railroad had reached its bitter end.

But other forces were at work this time. In late September 1960, a rail fan, Russel Baum of Sunbury, Pa., initiated an effort to save the railroad. Baum reasoned that the Shays and the old logging track could become a big tourist attraction. A small number of local businessmen formed the Cass Planning Commission and state legislators were approached. Skeptical officials initially declined to participate. But when the state legislature's prestigious Joint Committee on Government and Finance took an inspection trip over the former Mower Lumber "railroad to the sky," to Bald Knob, the bureaucratic wheels were set in motion.

During the State Legislature's regular session in early 1961 an appropriation was approved and the governor of West Virginia signed a bill bringing Cass into the state parks system. The Midwest Raleigh Steel Corporation received \$125,000 for seven miles of "main line" track from Cass to Old Spruce and four miles of branch line from Old Spruce to Bald Knob. Also included in the agreement were three locomotives, 10 flat cars, four camp cars, three motor cars and other equipment. Work began almost immediately, but an old logging railroad doesn't turn into a tourist line overnight. It wasn't until 1963 that Shays Nos. 1 and 4 were put in working order and safety rails and benches were installed on a few flat cars. Trains went about halfway up Back Allegheny Mountain, above the switchbacks to a pleasant pasture that has since come to be known as Whittaker Station. At that time there was not enough money to fix the tracks the remaining distance to Bald Knob.

The first year of operation was all that was needed to prove the skeptics wrong. Twenty-three thousand people flocked to this remote mountain town and its former back woods logging railroad.

Expansion of Cass continued. The shop, initially leased, was purchased from Mower Lumber Company. In 1966, \$800,000 was invested in rehabilitating the line to Bald Knob; the total line was opened in 1968. In 1977, the West Virginia Department of Natural Resources acquired the former logging Company properties in Cass. Buildings were repaired and repainted. And by 2010, twenty of the former company houses have been restored and are rented to the public as park cottages. People now have the opportunity to spend their vacation in Cass.

Since 1985, the West Virginia Department of Commerce has proceeded with plans to further develop the historic town. More company houses are being restored for use as cottages. Replica plank walkways have been constructed throughout the town, and white picket fences now surround the cottages.

Possibilities for development for the Cass Scenic Railroad State Park are limitless. The future will bring additional recreational facilities for park visitors, including a campground, hiking trails, and additional interpretive programs.

The people of Cass and West Virginia are deeply rooted in their own expansive and fascinating history -- the history of bold, pioneering men and women who settled this country and built a magnificent logging empire under very difficult circumstances. The spirits of the past were reincarnated in the original visionary and determined supporters of the Cass Scenic Railroad who engaged in the lonely, tough struggle of transforming a tired, worn-out and about-to-be-scraped logging railroad into a first-rate living museum. Today the spirits of past achievement live on in the men and women who keep a priceless collection of antique steam locomotives running much longer than ever intended, on a railroad that is surely one of the most interesting and challenging in the world.

Spruce

With the completion of the railroad to the top of the mountain in 1901, the number of men multiplied as the cutting and shipping of pulpwood increased enormously. With the increase of workers three camps were formed. Near the top of the mountain camp2 was built on Cheat River. One mile up camp3 was built. The last camp up river was camp. Through the week these camps were occupied by workers. On Saturday they rode the log train to Cass. By Sunday afternoon they returned to camp on another train. This arrangement wasn't working well for workers with families. A proposal for the company to house the workers and their families arose. The company agreed to build houses.



The location for these houses would be near the "low place" where the railroad crossed over the mountain. With the construction of houses a town was soon formed. This town became Spruce.

The shipping of pulpwood increased. Most of it shipped with the bark still on it. This was ruining the pulp and rolls of paper. In effect hundreds of men were hired to trim the bark from the pulp with axes and spuds. Housing these men became expensive. In return a peeling plant was built. In 1904 Spruce was moved. This town was less from a mile from the original town. The first town became Old Spruce and the new town became Spruce.

The new town of Spruce had a hotel with 40 rooms, complete with a store which was a branch of the Pocahontas Supply Company Store in Cass, thirty five houses, and one school. The past office was moved from Old Spruce to Spruce.

At 3,853 feet, Spruce was one of the highest towns in the eastern United States. At this height it was normal to have frost in the warmest months of the year.

There was no road into Spruce. All necessities and materials were brought in by train. Spruce had no cemeteries. Bodies of the deceased were carried out by train.

The mill at Spruce was operational from about 1905 to 1925.

In the winter months, logs were dumped into a steam heated pond. This kept the logs from freezing. These logs were then floated to a jack slip. This placed the logs on the main floor of the mill. The logs were then cut into 24 inch blocks which went to the rossing machine. (The rossing machine removed the bark). It took seven men to keep eighteen machines operating.

In the winter of 1905, 480 men were employed and more to be hired in the spring.

In 1905 records list	
E.P. Shaffer; Postmaster	Amos Lyons; Blacksmith
O.G. English; Express and Tel. agent	L.B. Smith; Blacksmith
D.J. Taber; Lumber Superintendent	O.B. Sprague; Blacksmith
Robert Newcomer; Proprietor Hotel Spruce	J.L. Ervin; Shoemaker
B.W. Watson; Clerk, Pocahontas Supply Company Store	

In 1906 the population boosted . This year hosted many events for Spruce. The company hired a doctor in 1906. Dr. Uriah Hevener Hannah. He remained in Spruce until 1914 when he moved to Cass. He was replaced by Dr. H.W. Neal.

Spruce became incorporated in 1909.

In 1913 Spruce was the junction point for the Greenbrier, Cheat and Elk Railroad.

In 1920 Spruce built a two room School. The population was now up to 350.

In 1925 the mill at Spruce closed. The town was becoming smaller and smaller. Many of the workers moved to Cass or Slatyfork. They still continued working for the company.

On August 31, 1925 the post office closed. Several families still remained.

By March 3, 1927, Cheat and Elk River railroad were sold to Western Maryland Railroad Company. The West Virginia Pulp and Paper Company paid a set rate for the right to use the tracks. Spruce was now basically used for assembling trains to Cass.

In 1939 Spruce had a boarding house, an engine house, and nineteen houses. All of this was operated by the Western Maryland Railroad Company. At this time Spruce housed eight Western Maryland Locomotives.

In 1950 the school was closed at Spruce.

There are no signs of life now at Spruce. No houses are standing. All that is left are concrete foundations of the mills, shops, and houses. Interpretive signs and a path through the site help the visitor to visualize the old town.

Locomotives

Invented to do the impossible, the Shay logging locomotive was designed to climb the steepest grades, swing around hairpin curves and negotiate frail temporary tracks. In addition, they had to haul incredibly heavy loads, from woods to mill. Power was all-important. Back in 1911, West Virginia led the nation with more than 3,000 miles of logging railroad line. All is gone now, except for the 11 miles at Cass, restored just as it was in the early 1900's, making Cass Scenic Railroad State Park America's authentic operating museum of lumber railroading.

Unlike standard steam locomotives, Shays and the similarly designed Climax and Heisler engines are driven by direct gearing to each and every wheel. The smooth, even flow of power enables the engines to negotiate twisting mountain grades.

All three types are represented in the Cass Collection, along with an example of a "rod" style mainline Iron Horse. Shay #2 is an example of a "Pacific Coast" Shay, the only one ever to be used east of the Mississippi. A Pacific Coast is a souped-up 70-ton three truck Shay. They featured superheat, a bigger firebox, lower gear ratio, steel cab, and steel truck frames. Shay #2 is the only Pacific Coast Shay in the east. Another in the collection, Big 6 is the last Shay ever built and the largest still in existence, weighing in at 162 tons. The collection also features Shay #5, the second oldest Shay still in operation.

These working artifacts remain useful today as priceless and almost antique relics of the grand days of logging by rail. You are invited to look them over and visit our shop where they are carefully maintained to exacting standards.

Shay #2

Shay #2, a Pacific Coast Shay, was constructed in July of 1928 for the Mayo Lumber Company of Paldi, Vancouver Island, British Columbia. A Pacific Coast Shay is a souped-up model of the class C-70 3 truck Shay. The Pacific Coast features superheat, a firebox that is 13 inches longer, lower gear ratio, steel cab, cast steel trucks, and steel girder frame (seen below). A feature of the steel girder frame is the large opening for exposing staybolts.



Also, the cylinders were designed so they attached only to the locomotive frame, rather than to the boiler shell as in other Shays. This allowed for easier access and maintenance. #2 is the only Shay of its kind in the east. Shay #2, originally a wood burner, spent its working commercial life with four companies in British Columbia including Lake Logging Company, Cowichan Lake B.C. and Western Forest Industries, Honeymoon Bay, B.C. Later converted to burn oil then rebuilt to burn bituminous coal at Cass, #2 is the only known Shay to have used all three types of fuel. The locomotive ended its career switching cars on Vancouver docks in 1970, making it one of the last commercially-used Shays, and came to Cass in that same year.

Past to Present...

Today, Shay #2 can be seen climbing Cheat Mountain here at Cass Scenic Railroad. Shay # 2 is temporarily out-of-service for replacement of boiler tubes and firebox side sheets.

Technically Speaking:

Builder No.: 3320	Date in Service: July 26, 1928
Class: PC-13	Trucks: 3
Bore: 13 inches	Stroke: 15 inches
Drivers: 36 inches	Weight: 93 Tons

Shay #4

Originally numbered 5, this Shay began service at Birch Valley Lumber Company, Tioga, West Virginia in 1922. Mower Lumber Company at Cass, West Virginia acquired the engine in 1943 and re-numbered it No. 4.



Past to Present...

Shay Number 4, along with Number 7, expand present day No. 5's lineage by representing typical Lima Class C-70 locomotives built for West Virginia loggers during the 1920's. With its well-proportioned diamond stack and arch-windowed cab, Shay No. 4 is a very traditional locomotive indeed. In 1965 Number 4's axels were replaced by the Cass Shop, using axles from a General Motors "GP-30". On October 3, 1985 Shay 4 broke one of those axles at mile five returning from helping the Bald Knob train. The 3 o'clock Whittaker train came up to mile five and the passengers were transferred around the disabled engine. The crews then took a spare wheel and axle set up to the site, using the log loader as a wrecking crane. They installed the wheel set on site. By 1:00 am all the trains were back at the shop. Although the engine could have been set aside until winter repair season, the crews went to work. They removed an identical wheel from Shay No. 7, because the set used to get off the mountain were not identical to 4's. Next they installed the "new" set on Number 4. The next night No. 4 was being tested and by the next day she was back on the Bald Knob run.

Shay #5

Legendary #5 was built by Lima for Greenbrier and Elk River in November 1905. This turn-of-the-century class C-80 Shay has been toiling up Cheat Mountain for nearly 100 years, making it one of the oldest engines in continuous service on its original line, and the second oldest Shay in existence.



Past to Present...

Until 1980, #5 was accompanied by another turn-of-the-century machine -- Shay #1. #1, also built in 1905, came to Cass in 1915 where it was continuously used until the end of the logging era. Cass Scenic Railroad ran the engine till 1963, when a major overhaul was required. In 1980 #1 was re-lettered "Greenbrier Cheat & Elk", loaded on a flatcar and shipped to the Baltimore & Ohio Railroad Museum in Baltimore, MD, as part of the trade for Western Maryland Shay #6.

Shay #6

Built for Western Maryland coal service Shay #6 was shipped to Elkins, West Virginia May 14, 1945 for use on the 9% grade on the Chaffe branch. Shay #6 was the last Shay ever built. The locomotive's commercial life was short, lasting only four years. #6 was then stored and finally donated to the Baltimore & Ohio Museum in Baltimore, MD, where it remained for 26 years.



Past to Present...

In 1981, an exchange was arranged for Shay #1 and a Porter 0-4-0 owned by Cass Scenic Railroad. Shay #6 was carefully removed from the old museum. It actually was driven onto the Turntable and out of the B&O Museum using air generated by a compressor. Today, #6 is still like new and a spectacular example of the fine technology of geared locomotives. It combines the grace and refinement of the Pacific Coast Shay with sheer mass (162 tons). The locomotive is about twice as large as any other locomotive at Cass. The Big 6 is assigned to the Bald Knob, Spruce, and Elkins excursions.

Shay #7

Originally numbered 3, this Shay began service at Raine Lumber Company, Honeydew, West Virginia in 1920. Meadow River Lumber Company at Rainelle, acquired the engine in 1935 and re-numbered it #7.



Past to Present...

Shay #7 arrived at Cass Scenic Railroad, West Virginia in 1964. Like Shay #4, this class C-70 Shay represents the typical locomotive built by Lima for West Virginia loggers in the 1920's. Over the years Shay 7 acquired a heavy steel "streamlined" cab and a huge cinder-catching smokestack. Unfortunately, trouble has occurred with one of the boiler courses of this classic engine, and it has fallen into disrepair. Some of #7's parts have gone to other engines such as #4.

Shay #11 - Feather River #3

Shay #3, built in 1923, went originally to Hutchinson Lumber Company, Feather Falls, Calif.; this Shay is best known as the Feather River #3.

Past to Present...

In 1967 #3 went to the Pacific Southwest Railway Museum San Diego, Calif. In March of 1997, Cass Scenic Railroad sent a team to Campo, California, to inspect #3. The purpose of this trip was to determine the means by which the big Shay could be transported back to Cass, and to get an idea of the type of repairs that would be necessary to bring the engine back to life.

Feather River Shay becomes the Cass #11.....

Another Shay has been added to the Cass collection. What was once the Feather River #3 is now the Cass #11.

The Cass #11 was built in 1923. It operated both as a logger and a common carrier. Until 1965 it served the Hutchinson Lumber Company, and then the common carrier Feather River Railway as #3. Weighing 103 tons (204,704 pounds), the wheels are 36" and the cylinders measure 14 1/2 X 15. With a boiler pressure of 200 pounds. Big 6 is the only larger Shay at Cass.

Four men from Cass and six from MSR&LHA went to Campo, California, to bring the Shay to Cass. Herbert Jones, INC. of Dunbar, West Virginia, was contracted to pick the Cass #11 up in Campo and see to its arrival in Cass. It took three days to load the massive Shay and have it sent on its way.

Heisler #6

In August of 1894 the first geared locomotive to bear the name Heisler was completed at Stearns Manufacturing Co. Built in 1929 for the Bostonia Coal and Clay Products Company of New Bethlehem, Pennsylvania as their #20, our Heisler #6 is a big, modern Heisler. Some geared locomotive historians classify it as a "West Coast Special", the Heisler designed to do battle with Lima's Pacific Coast Shays. However, #6 is a standard class C-90 3 truck Heisler. The "West Coast Special" was distinguished by piston valve cylinders and a few other items that were applied to upgrade the standard 90-3 to compete with Shay. The odd thing is that when #6 was built in 1929 all 90-3 Heislars were being built as West Coast Specials. How did #6 come to be built as a standard "old fashioned" Heisler? Could it have been built several years earlier and remained unsold? Perhaps there was a price break offered if the older style was used, using up spare parts on hand at the factory? Or was it special ordered?



Past to Present...

Cass Scenic Railroad bought Heisler #6 from the Meadow River Lumber Company of Rainelle, West Virginia in 1968. Today #6 lives in harmony with its Shay cousins; it has operated successfully on the Whittaker Station Train, and has been used on off-line trips because of its greater speed. It is another fine example of the last of the art of logging locomotive design and therefore an important addition to The Cass Collection. Heisler 6 can be seen at the Cass Locomotive Shop and will be used as a backup engine this season.

Climax #9

In the 1880's Climax Manufacturing Company was already established in Correy, Pennsylvania, manufacturing agricultural and oil field machinery. The idea for their geared locomotive came from an unknown logger. On March 4, 1888 Climax completed its first locomotive. On February 10, 1888, George Gilbert of the Climax Manufacturing Company applied for a patent on the not yet completed locomotive. He was awarded patent No. 393,896 on December 4th of the same year. Shortly thereafter Ephraim Shay, the father and patent holder of the Shay locomotive, became aware of the Climax locomotive. From March 1889 into 1890 several letters were exchanged between Ephraim Shay and Climax Manufacturing. Shay accused Climax of infringing on his patent and demanded that they settle with him, but the outcome of the dispute is unknown.

Past to Present...

Our Climax #9 was purchased from Robert L Johnson, of Rossville Georgia who acquired it from Moore-Kepple & Co., of Ellamore WV, where it was used on their subsidiary operation, the Middle Fork Railroad Co. as their #6. Currently the restoration of Climax 9 is one of the lead projects of the Mountain State Logging and Historical Association. Progress on this engine can be seen at the Mountain State Shop in Cass.



Information on this page is from the WV State Parks deactivated website:
"WV State Parks – Special Places - Past, Present and Future" / "History Rolls Along"